(No Model.)

C. A. GOESSMANN.

CHILD'S CARRIAGE.

No. 269,928. Patented Jan. 2, 1883.

Fig. 1.

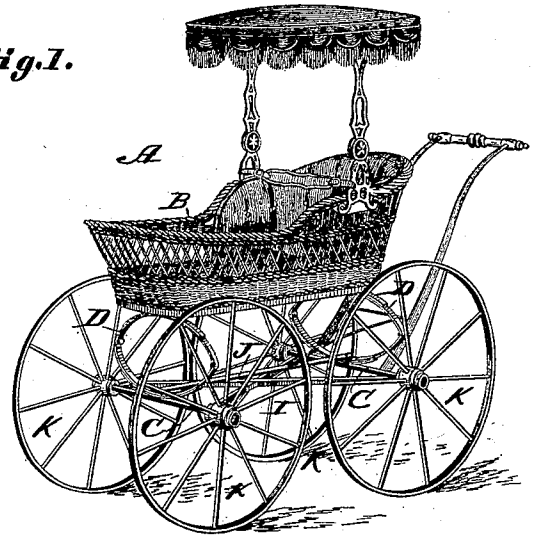


Fig. 3.

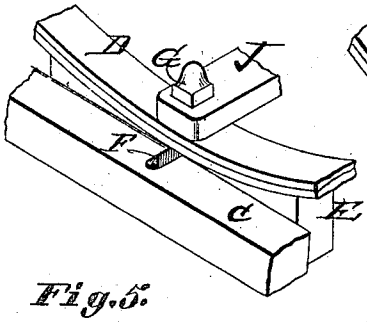


Fig. 2.

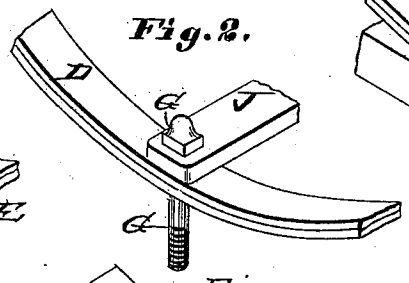


Fig. 4.

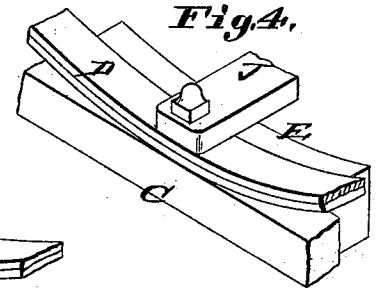


Fig. 5.

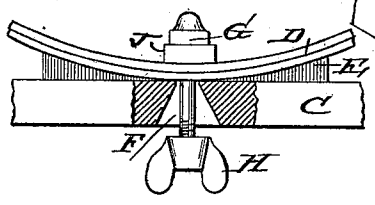


Fig. 8.

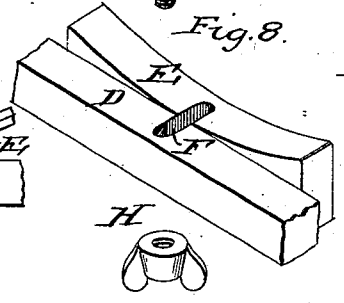


Fig. 6.

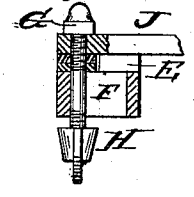
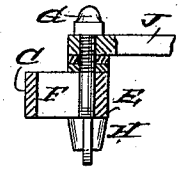


Fig. 7.



Attest:

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UNITED STATES PATENT OFFICE.

CHARLES A. GOESSMANN, OF ST. LOUIS, MISSOURI.

CHILD'S CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 269,928, dated January 2, 1883.

Application filed September 20, 1882. (No model.)

To all whom it may concern:

Be it known that I, CHARLES A. GOESSMANN, of St. Louis, Missouri, have invented a new and useful Combined Carriage and Cradle, of which the following is a full, clear, and exact description, reference being had to the annexed drawings, making part of this specification, in which—

Figure 1 is a view in perspective of a carriage having the improvement; and Figs. 2 to 7, details upon an enlarged scale, showing that part of the construction with which the improvement is immediately connected, and more particularly described as follows: Fig. 2 is a view in perspective, showing the central portion of one of the carriage-springs, the central portion of the carriage-axle and rest used in supporting the spring, and the locking-nut, the parts being separated from each other; Fig. 3, a view of the parts last named, the spring being upon the rest; Fig. 4, a similar view, the spring being over the axle; Fig. 5, a front elevation, the axle being partly in section; and Figs. 6 and 7, vertical sections of Fig. 5, the spring in Fig. 6 being over the axle and in Fig. 7 over the rest.

The present invention is an improvement in children's carriages the bodies of which can be rocked.

A represents a child's carriage in which the present improvement is embodied. Saving the improvement, the carriage is of any of the usual descriptions.

B represents the carriage-body, and C C the carriage-axles. The springs D D are elliptical in form—at least, the lower part of the spring, which comes against the axle, should be rounded, so that, as hereinafter explained, the carriage-body can be rocked, and the axle and spring should be relatively fitted to enable the spring to rock upon the axle. Alongside the axles are rests E E, which at the top are shaped to conform to the curvature of the springs. A slot, F, extends vertically through each axle and its adjoining rest, and by means of the bolt G and nut H the springs can be fastened either to the rests E E or to the axles C C, the operation being as follows: To use the construction as a carriage, the carriage-body B and springs D D are moved longitudinally over the carriage-gear I until the springs D D are over the rests E E. The bolt G and nut H are then tightened, as shown in Fig. 7. This fixes the carriage-body to the gear, and the body and gear move together as an ordinary carriage; but by loosening the nut H and bolt G, and moving the carriage body and springs until the springs are over the axles, as shown in Figs. 4, 5, 6, the carriage-body is free to be rocked sidewise upon the axles. The springs serve as rockers in this position, and the carriage-body can be rocked as a cradle upon the carriage-axles. The slots F F in the axles are suitably shaped, as indicated in Fig. 5, to provide for the vibration of the bolts G G during the rocking. The nuts H H are loosened sufficiently to admit of the rocking; but by remaining upon the bolts they serve to keep the springs from becoming entirely disconnected from the axles. The springs D D are preferably connected by the tie J. The body is so connected as to enable it to be rocked as described without striking the wheels K K.

This improvement can be embodied in a toy carriage.

I claim—

1. The combination of the springs D D, the slotted axles C C and rests E E, the bolts G G, and nuts H H, substantially as described.

2. The carriage A, having the rests E E, for the purpose of fastening the carriage-springs to when desired.

CHARLES A. GOESSMANN.

Witnesses:

C. D. MOODY,

CHARLES PICKLES.